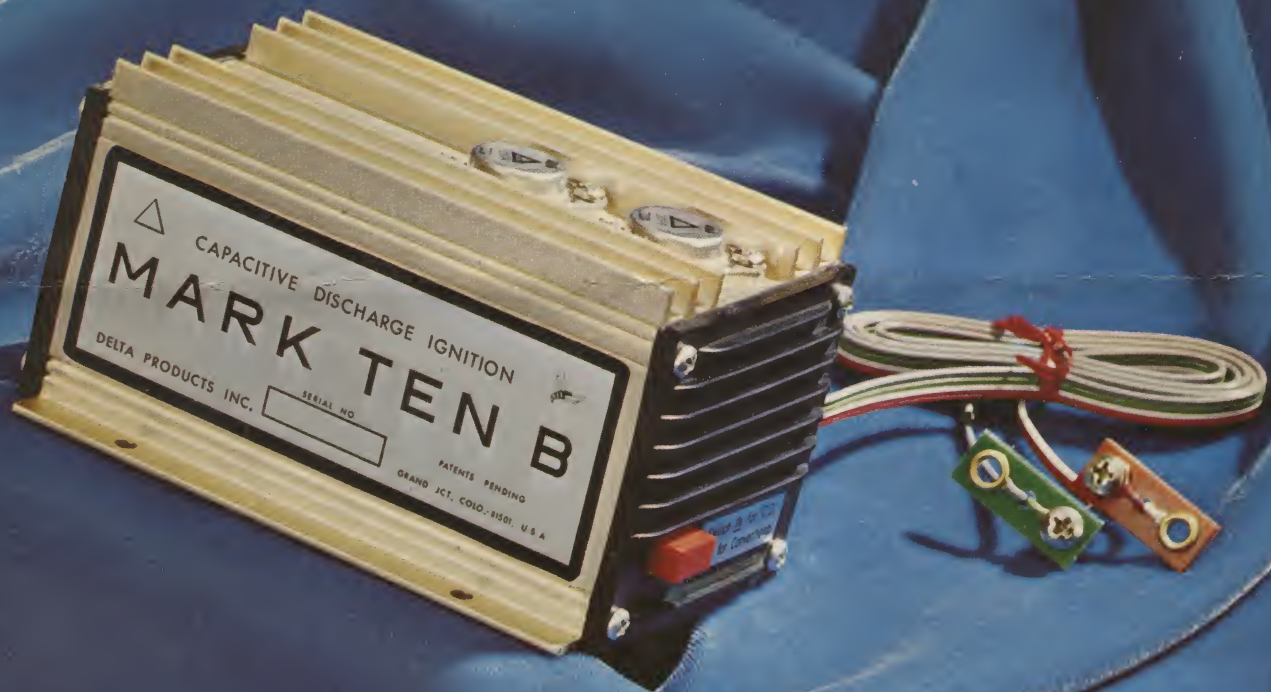


Hotter than ever!



New Mark Ten B CD System With Exclusive VARI SPARK® Circuitry

Now from Delta, the world's oldest and largest manufacturer of Capacitive Discharge Ignition Systems, comes the most dynamic improvement in ignition since the advent of the Kettering System.

By combining the new Vari Spark circuitry with the now famous Mark Ten system, Delta has introduced a new solid state ignition system that drastically reduces combustion contaminants and restores power lost by the use of smog control devices.

Only 59⁹⁵ ppd.

LOOK AT THESE FEATURES

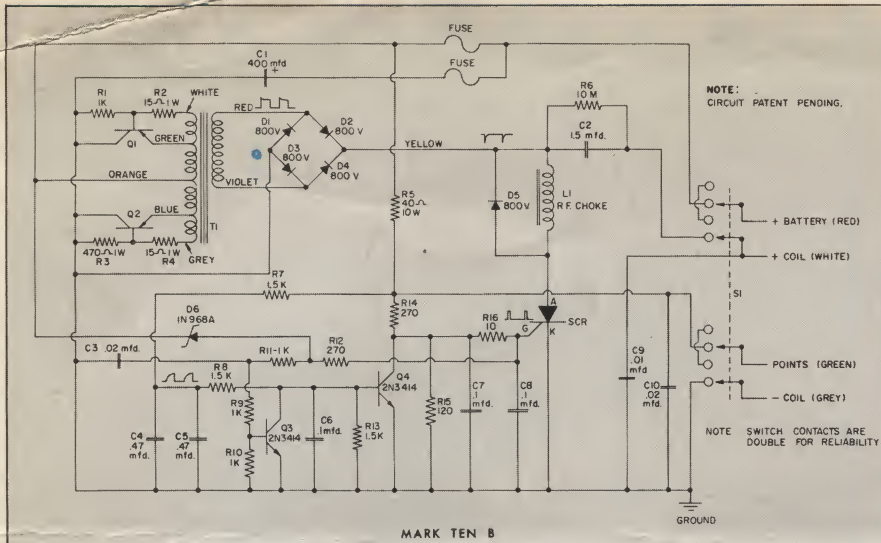
- △ Eliminates 3 out of 4 tune-ups!
- △ Improves combustion, reducing contaminants.
- △ Installs in only 10 minutes.
- △ Instant starts in all weather.
- △ Dramatic increase in performance.
- △ Handy switch with redundant contacts for instant return to standard ignition.
- △ Two piece housing with neoprene seals affording dust and moisture protection.
- △ Applicable to ANY 12 volt negative ground engine.



DELTA PRODUCTS, INC.

P.O. BOX 1147 • GRAND JUNCTION, COLORADO 81501
PHONE: (303) 242-9000

MARK TEN B CIRCUIT DIAGRAM

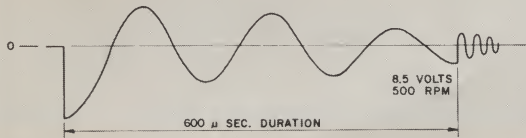


Culminating an engineering effort extending over six years, and based on field information from hundreds of thousands of users, the Mark Ten B represents an exciting and significant improvement in automotive ignition.

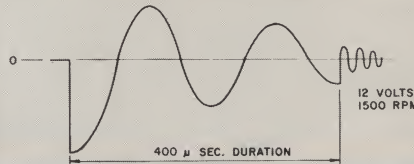
Specifically designed for modern day engines with emission control devices, the Mark Ten B helps overcome operational problems caused by poor manifolding, leaner mixtures, and variations in gasoline. Rough idling, surging, slow starting, hesitation during acceleration, and extremely poor mileage are dealt with effectively by Delta's new Mark Ten B with the new and unique Vari Spark™ circuitry (patent pending).

The Vari Spark circuitry controls the spark duration as well as the spark intensity over all ranges of operation. This is best demonstrated by the typical waveforms shown below.

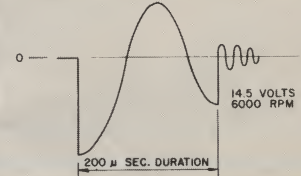
STARTING & IDLE RPMs AT LOW BATTERY VOLTAGE



NORMAL RPMs AT NORMAL BATTERY VOLTAGE



HIGH RPMs AT HIGH BATTERY VOLTAGE



The increased plug firing duration occurs when most needed, during starting, cold weather, and low battery voltage. During higher engine RPM, the plug firing duration decreases, but the high spark energy continues to be delivered to the plugs. Problems from point bounce at high engine RPM and accidental triggering are eliminated by special circuitry.

The result is optimum ignition energy based on engine demand over the widest extremes of field conditions making the Mark Ten B the most needed ignition system in the world.

SPECIFICATIONS:

Nominal Input	12-14 volt battery with generator or alternator system.
Maximum Input	18 volts.
Triggering Source	Ignition points or generator capable of switching 40 ohm load to ground $\pm 1V$.
Maximum Ignition Point Contact Resistance	7 ohms
Minimum Ignition Point Shunting Resistance	100 ohms
Typical Open Circuit Voltage with Standard Coil	Cranking 8 volt input—Greater than 26KV. 500 RPM 12 volt input—Greater than 38KV. 6,000 RPM 14 volt input—Greater than 40KV.



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PHONE: (303) 242-9000

Please send me _____ Mark Ten B(s) @ \$59.95 ppd.
(Available only for 12 volt negative engines.)

_____ Check enclosed _____ Send C.O.D.

Name _____

Address _____

City _____ State _____ Zip _____

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AUTOMOTIVE & MARINE ACCESSORIES

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